

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted

ATL85MA286 File No. 1664	09/29/1985	JENKINSBURG, GA	Aircraft Reg No. N551CC	Time (Local): 12:30 EDT		
Make/Model: CESSNA / 208				Fatal	Serious	Minor/None
Engine Make/Model: P&W / PT6A-114			Crew	1	0	0
Aircraft Damage: Destroyed			Pass	16	0	0
Number of Engines: 1						
Operating Certificate(s): On-demand Air Taxi						
Type of Flight Operation: Other Work Use						
Reg. Flight Conducted Under: Part 91: General Aviation						
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Day		
Destination: Local Flight				Weather Info Src: Witness		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 7.00 SM		
				Wind Dir/Speed:		
				Temperature (°C): 26		
				Obstr to Vision: None		
				Precipitation: None		
Pilot-in-Command				Flight Time (Hours)		
Age: 35						
Certificate(s)/Rating(s)				Total All Aircraft: 4907		
Airline Transport; Multi-engine Land; Single-engine Land; Helicopter				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: Unk/Nr		
Airplane				Total Instrument Time: 373		

AS THE PLT & 16 JUMPERS DEPTD ON A SKYDIVING FLT, THE ENG LOST PWR AT APRX 300' AGL. THE ACFT THEN BANKED STEEPLY LEFT, SPIRALED IN A STEEP NOSE DWN ATTITUDE & CRASHED. AN EXAM REVEALED FUEL IN THE TANKS WAS CONTAMINATED WITH WTR & FOREIGN MATERIAL WITH THE APPEARANCE OF BROWN ALGAE. MILKY FLUID (APRX 65% JET FUEL & 34% WTR) WAS FND IN THE ENG FUEL CONTROL, AS WELL AS IRON CONTAMINANTS. DARK STRINGY MATERIAL WAS FND IN THE FUEL FILTERS. THE ACFT HAD BEEN REFUELED FM 55 GAL DRUMS WHICH CONTAINED CONTAMINATED FUEL. THE DRUMS WERE STORED UPRIGHT & RAIN WATER COULD LEAK THRU THE FILLER CAPS. N551CC HAD A HISTORY OF FUEL CONTAMINATION WHICH ON OCCASIONS CAUSED THE FUEL BYPASS INDICATOR TO DISPLAY. RPRTDLY, THE STALL WARNING CIRCUIT BRKR HAD BEEN DISENGAGED ON OTHER OCCASIONS, SO AS NOT TO STARTLE THE JUMPERS; HOWEVER, DUE TO DMG, ITS PREIMPACT PSN COULD NOT BE VERIFIED. ACFT WAS ESTD TO BE 370 LBS OVR ITS MAX WT LMT & 1' FWD OF THE CG LMT. THE9 PAX SEATS HAD BEEN RMVD TO HAUL UP TO 18 JUMPERS. PAX SEAT BELTS WERE NOT USED. LACK OF FAA SURVEILLANCE WAS NOTED.

Brief of Accident (Continued)

ATL85MA286

File No. 1664

09/29/1985

JENKINSBURG, GA

Aircraft Reg No. N551CC

Time (Local): 12:30 EDT

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - COMPANY/OPERATOR MANAGEMENT
 2. (F) FUEL SYSTEM - CONTAMINATION
 3. FUEL SYSTEM,FILTER - BLOCKED(PARTIAL)
 4. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - COMPANY/OPERATOR MANAGEMENT
 5. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 6. (C) FLUID,FUEL - CONTAMINATION
 7. (C) FLUID,FUEL - WATER
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

8. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 9. (F) ELECTRICAL SYSTEM,CIRCUIT BREAKER - NOT ENGAGED
 10. (F) WARNING SYSTEM(OTHER) - DISABLED
 11. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 12. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 13. (C) STALL - INADVERTENT - PILOT IN COMMAND
 14. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

15. SEAT BELT - NOT USED - PASSENGER

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.